



S. PESKETT,  
D ENGINEER SURVEYOR.

# Lloyd's Register of Shipping,

Temple Chambers,

6, Old Post Office Street,

Calcutta, September 23rd. 1926.

LLOYD'S REGISTER  
Recd. 11 OCT. 1926  
LONDON

THE SECRETARY,

L O N D O N.

Dear Sir,

I beg to confirm cable sent to you on September 16th.  
1926, as follows:-

STEAMER WARAWALA BRITISH INDIA COMPANY WISH  
ME TO GRANT SEAWORTHY CERTIFICATE AND FREEBOARD  
FOR VOYAGE TO JAPAN FOR SALE PURPOSES AFTER  
TEMPORARY REPAIRS HAVE BEEN EFFECTED DESIRE  
PERMISSION TO ACT WOULD YOU FORWARD FREEBOARD  
CERTIFICATES UNDER THESE CONDITIONS  
LEATHARD

and have received your cable in reply dated September 17th. 1926,  
as follows:-

WARAWALA CONCLUDE YOU ARE SATISFIED THAT AFTER  
TEMPORARY REPAIRS VESSEL EFFICIENT FOR VOYAGE  
JAPAN STOP CABLE WHETHER IN YOUR OPINION  
PROVISIONAL FREEBOARD CERTIFICATE FOR RESTRICTED  
DRAUGHT MIGHT BE GRANTED FOR VOYAGE AND WHAT

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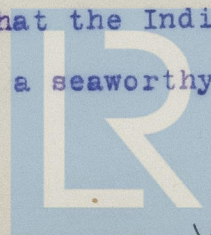
DRAUGHT YOU RECOMMEND

COMMITTEE

and beg to advise you as to how the case now stands. On receiving a request from the Company, I visited the vessel with Mr. Peskett and recommended the following temporary repairs:- Started rivets in bridge deck to be renewed and one doubling plate fitted. In Boiler room tank, floors to be part renewed under Boiler ~~Beams~~<sup>BEAMERS</sup> so that the Boiler should be adequately supported and ~~chocks~~<sup>SUPPORTS</sup> should be fitted inside tanks under Boiler chocks. That the vessel should be placed in dry dock for examination of tail end shaft. The Boilers should be opened to ascertain that they were in safe working condition and that the engines be tried under steam. I recommended a reduced draught of 18 inches and provided these recommendations are carried out, <sup>and</sup> consider the vessel in efficient condition for a voyage to Japan. The restricted freeboard to be cancelled on her arrival in Japan.

The agents are receiving tenders for the recommended repairs and are then cabling to their London office for instructions regarding the sale. I have advised them that a restricted freeboard could be granted providing that repairs are effected, and am awaiting their London office's decision before cabling to you.

I am informed that the Indian Government Surveyors had refused to grant a seaworthy certificate for



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this voyage, but was joined in a survey on the vessel this morning by one of their representatives. I explained to him the repairs I had suggested and the restriction I proposed to make in the draught to which he offered no objection, and the British India Company are confirming this by letter to the Indian Government today.

I am, Dear Sir,

Your obedient servant,

J. S. Mackenzie



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